IN THE CLAIMS:

Please cancel claims 1-13 without prejudice to or disclaimer of the subject matter recited therein.

Please add new claims 14-31 as follows:

LISTING OF CURRENT CLAIMS

Claims 1-13. (Canceled)

Claim 14. (New) A saddle structure for a vehicle comprising:

a) a saddle;

b) an outer layer connected to the saddle;

c) a spongy mass located between the saddle and the outer layer; and

d) an elastic reinforced area located between the saddle and the outer layer and having:

i) two annular cavities; and

ii) a linkage groove communicating with each of the two annular cavities,

wherein the elastic reinforced area has a hollow interior defined by the two annular cavities and the linkage groove.

Claim 15. (New) The according to claim 14, wherein the elastic reinforced area is located in the spongy mass adjacent to the outer layer.

Claim 16. (New) The according to claim 14, wherein the elastic reinforced area is located in the spongy mass adjacent to the saddle.

Claim 17. (New) The according to claim 14, further comprising an air bag element located in the elastic reinforced area and having:

a) two air bags; and

b) an inflation zone located between and communicating with an interior of each of the two air bags, the inflation zone having a pressure control device inserted into a through rod in the saddle.

Claim 18. (New) The according to claim 17, wherein the elastic reinforced area is located in the spongy mass adjacent to the saddle.

Claim 19. (New) The according to claim 17, wherein the pressure control device includes an inflation nozzle and an air release nozzle.

Claim 20. (New) The according to claim 19, further comprising a pneumatic-operated inflation value connected to the inflation nozzle.

Claim 21. (New) The according to claim 17, further comprising a locating member having:

a) two wavy adjustment slots; and

b) a sleeve rod located between the two wavy adjustment slots and inserted into the through rod in the saddle, the sleeve rod having two locating ribs located on an exterior thereof and two connected limiting holes, each of the two locating ribs is inserted into one of two vertical recesses in the through rod in the saddle, and the pressure control device is located in the two limiting holes.

Claim 22. (New) The according to claim 21, further comprising two adjustment buttons, each of the two air bags includes a linking support facet located at a center thereof and having a linking hole, each of the two adjustment buttons is inserted through the linking hole of one of the two air bags and connected to one of the two wavy adjustment slots.

Claim 23. (New) The according to claim 17, wherein the pressure control device includes needle-like inflation valve.

Claim 24. (New) The according to claim 17, wherein the pressure control device includes an inflation nozzle connected to a sleeve having an air release value.

Claim 25. (New) The according to claim 17, wherein each of the two air bags has a circular shape.

Claim 26. (New) The according to claim 17, wherein each of the two air bags has a C-shape.

Claim 27. (New) The according to claim 17, wherein each of the two air bags is eccentrically shaped.

Claim 28. (New) The according to claim 17, wherein the elastic reinforced area includes two sleeve ribs and an annular rib located in the outer layer and two retaining cavities located in the saddle, the annular rib surrounding and communicating with each of the two sleeve ribs.

Claim 29. (New) The according to claim 28, wherein each of the two retaining cavities includes a limiting ring rib.

Claim 30. (New) The according to claim 28, further comprising an elastic support element located in the annular rib around the air bag element.

Claim 31. (New) The according to claim 28, further comprising a triangular-shaped stop rib having the spongy mass being inserted in therein.